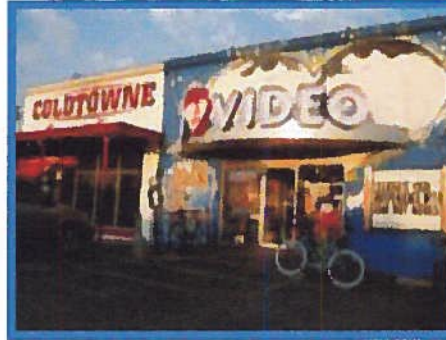


#31

Late Backup



airport
b l v d

business. living. vision. development.

**City Council Briefing
Airport Blvd. Form-Based
Code Initiative**

June 14, 2012



Upper Airport Boulevard FBC Initiative

Purpose of today's presentation

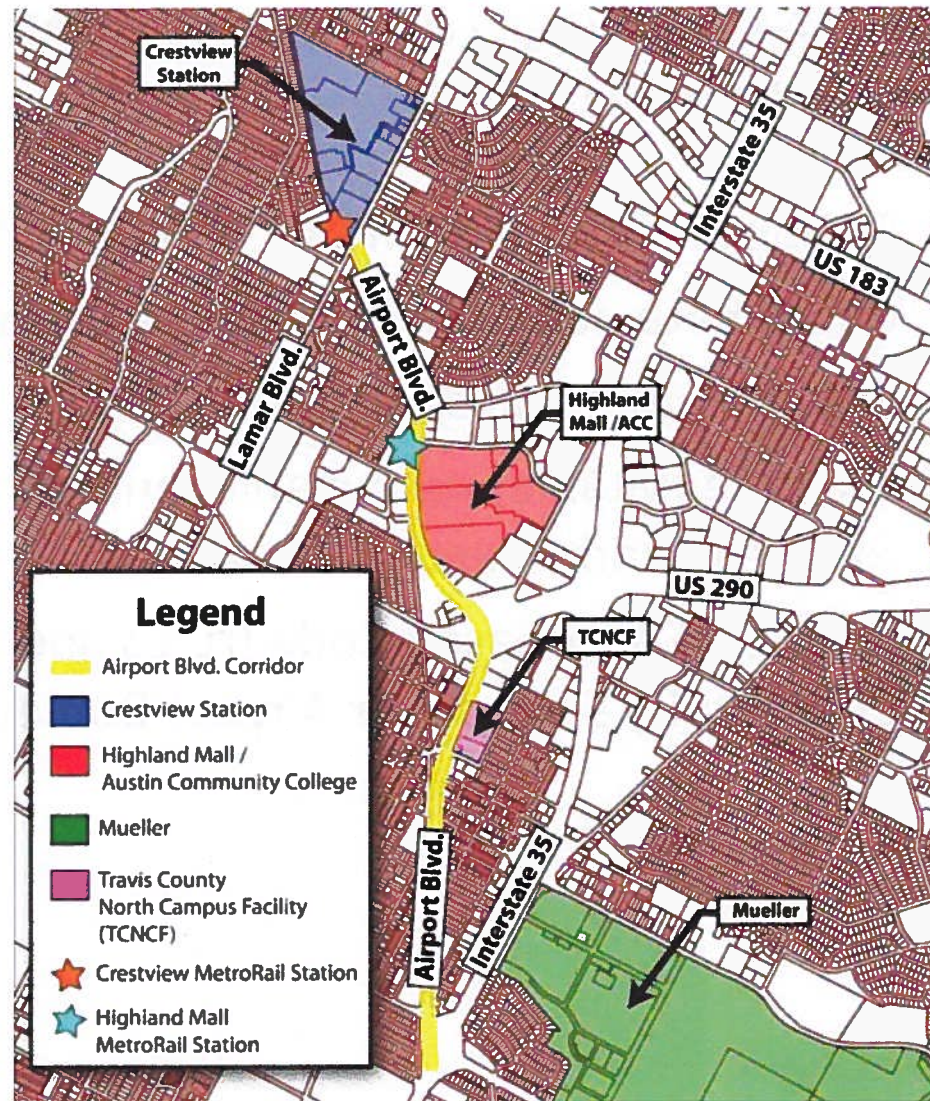
- Overview of the Initiative to date
- Mid-project check-in
 - Code Framework
- Next Steps
 - Development of FBC details
 - Continued community outreach & involvement
 - Overall timeline
- Direction from Council

Airport Boulevard FBC Study Area

From Lamar to I-35

This Initiative coordinates:

- **Private Redevelopment** of properties adjacent to the boulevard
- **Public Improvements** on the boulevard (mobility recommendations)



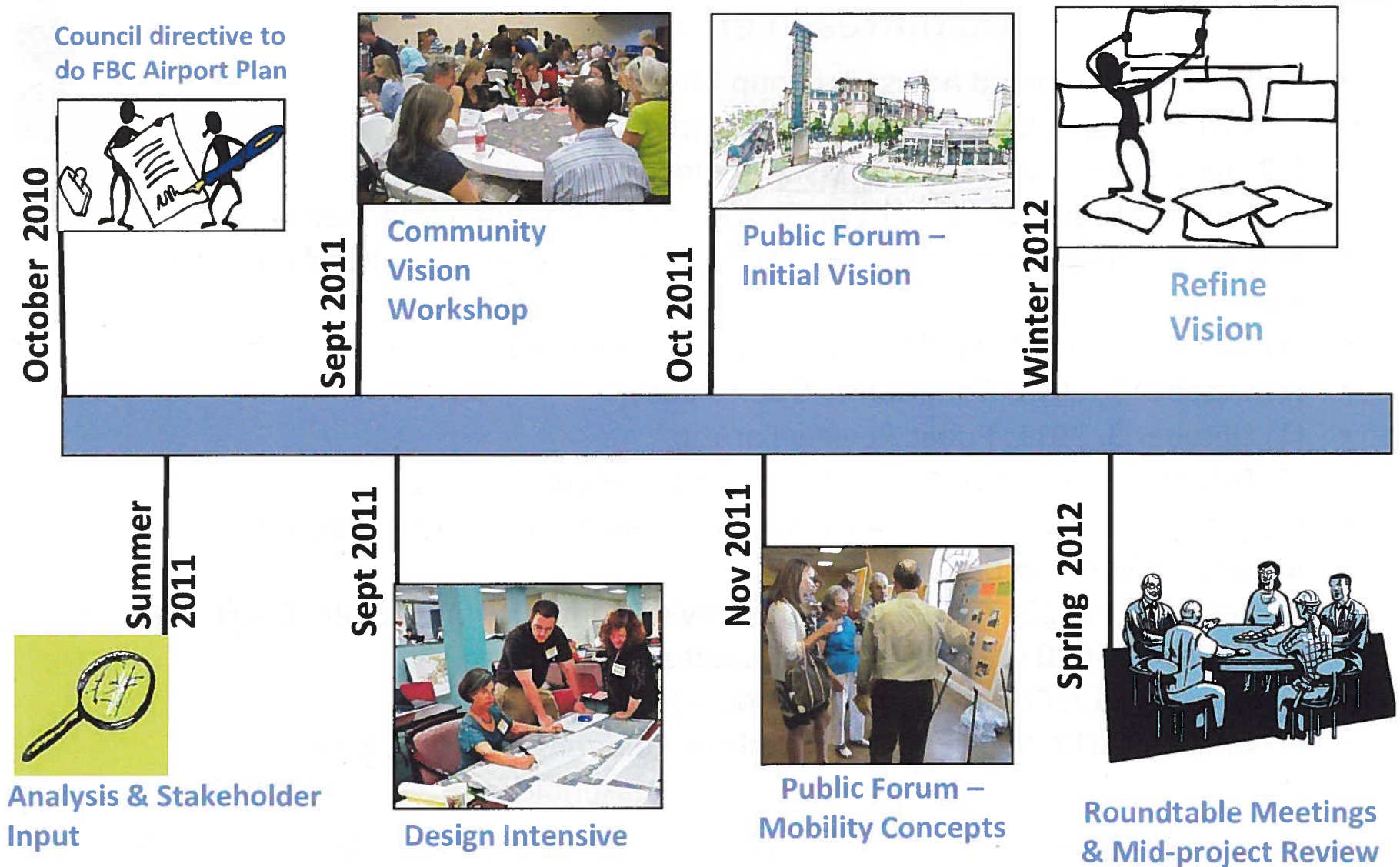
Airport Boulevard Form-Based Code Initiative

Goals: As Austin grows and redevelopment comes, how can Airport Boulevard:

1. Establish a Vision for more walkable, mixed-use, vibrant corridor;
2. Coordinate public and private investments for greatest effect;
3. Provide more transportation options;
4. Create equitable, sustainable, and affordable development options for the Corridor; and
5. Create a Form-Based Code (rules and tools) to implement the Community's Vision for Airport Boulevard.

Process to date

5



Process to Date

Public meetings and outreach efforts

- (10) Airport Boulevard Advisory Group Meetings;
- (3) March – June 2011: Community PhotoVoice ;
- (12) June 2011: Twelve focused stakeholder meetings ;
- (30) June – August 2011 – Airport Boulevard Vision Video Interviews;
- (25) June – September 2011: Twenty-five community multicultural outreach meetings;
- (1) September 13, 2011: Community Vision Workshop;
- (1) October 1, 2011: Community Open House;
- (1) October 3, 2011: Public Review Forum;
- (1) November 30, 2011: Mobility Public Open House;
- (1) February 23, 2012: Combined Special-Called Commissions Meeting on Mobility Recommendations;
- (1) February 28, 2012: Briefing to the Travis County Commissioners Court
- (10) December 2011 – April 2012: Roundtable meetings;
- (1) May 9, 2012: Community Open House; and
- (1) May 16, 2012: Special-Called Combined meeting of the PC & DC
- **Dozens of internal technical meetings with stakeholders**

Total Outreach/Public Engagement Meetings from November 2010 to date: 68

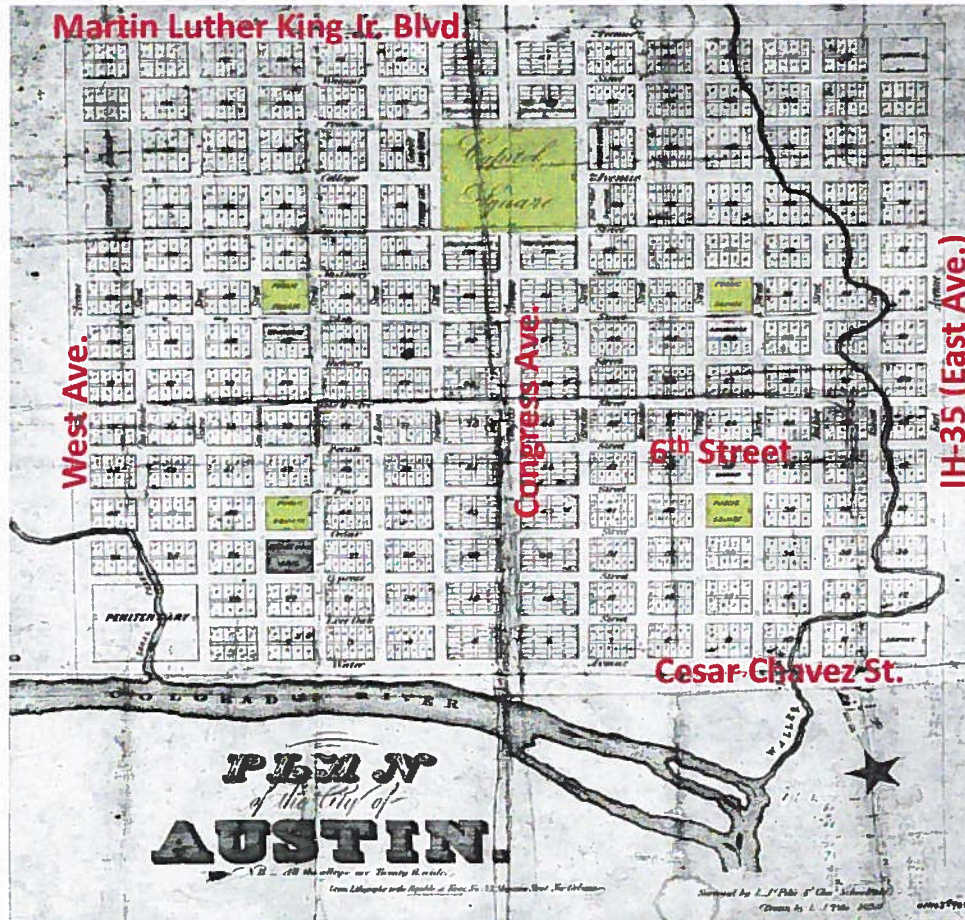
Form-Based Code Framework

(the outline for the Code)

Early “FBC” framework: Austin’s Waller Plan - 1839

Identifies: Blocks, street, public spaces, building’s relationship to site and neighbor

8



VISION + FRAMEWORK = Predictable yet adaptable growth over time

Emphasis on Urban Form

9

Use

Mgmt.

Form

Conventional
(Buffers)

Form

Mgmt.

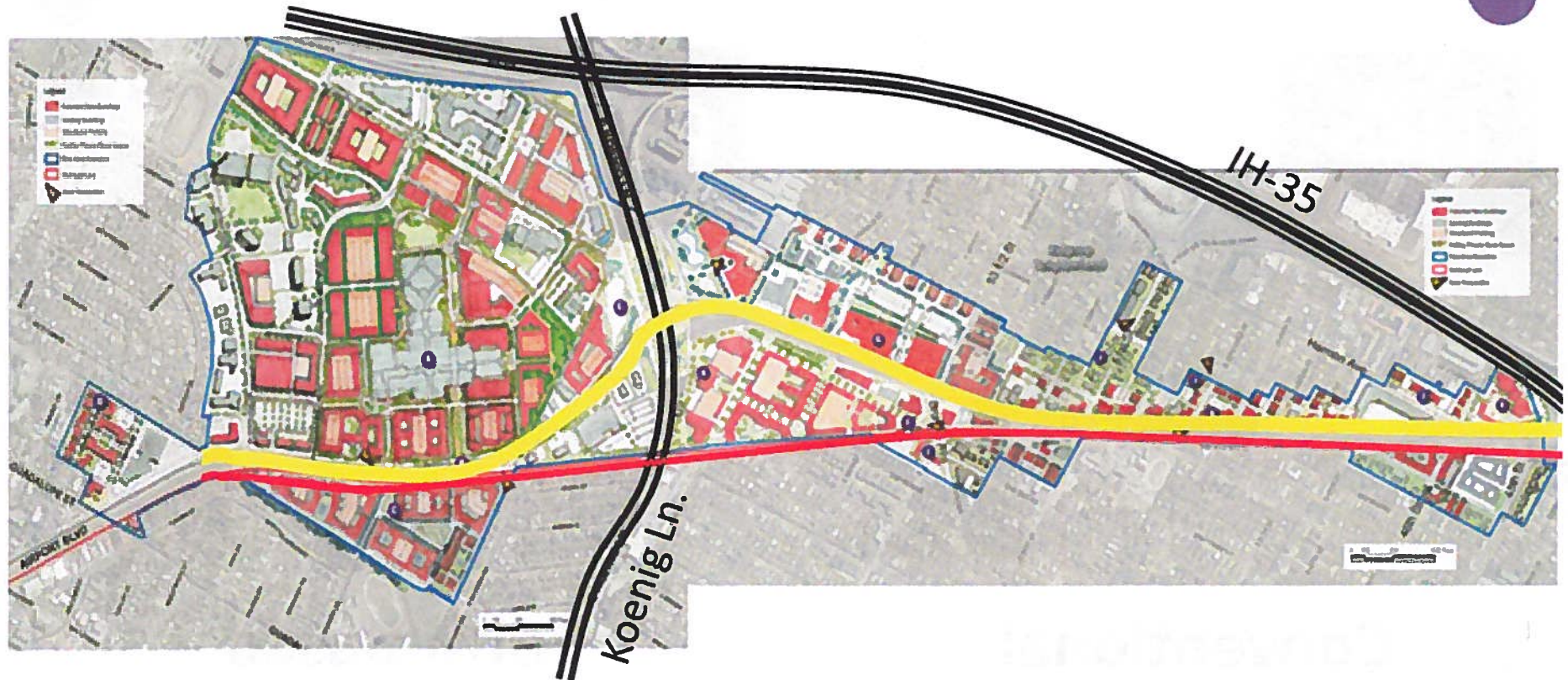
Use

Form-Based
(Transitions)

Airport Blvd. Illustrative Vision:

Potential redevelopment 2042

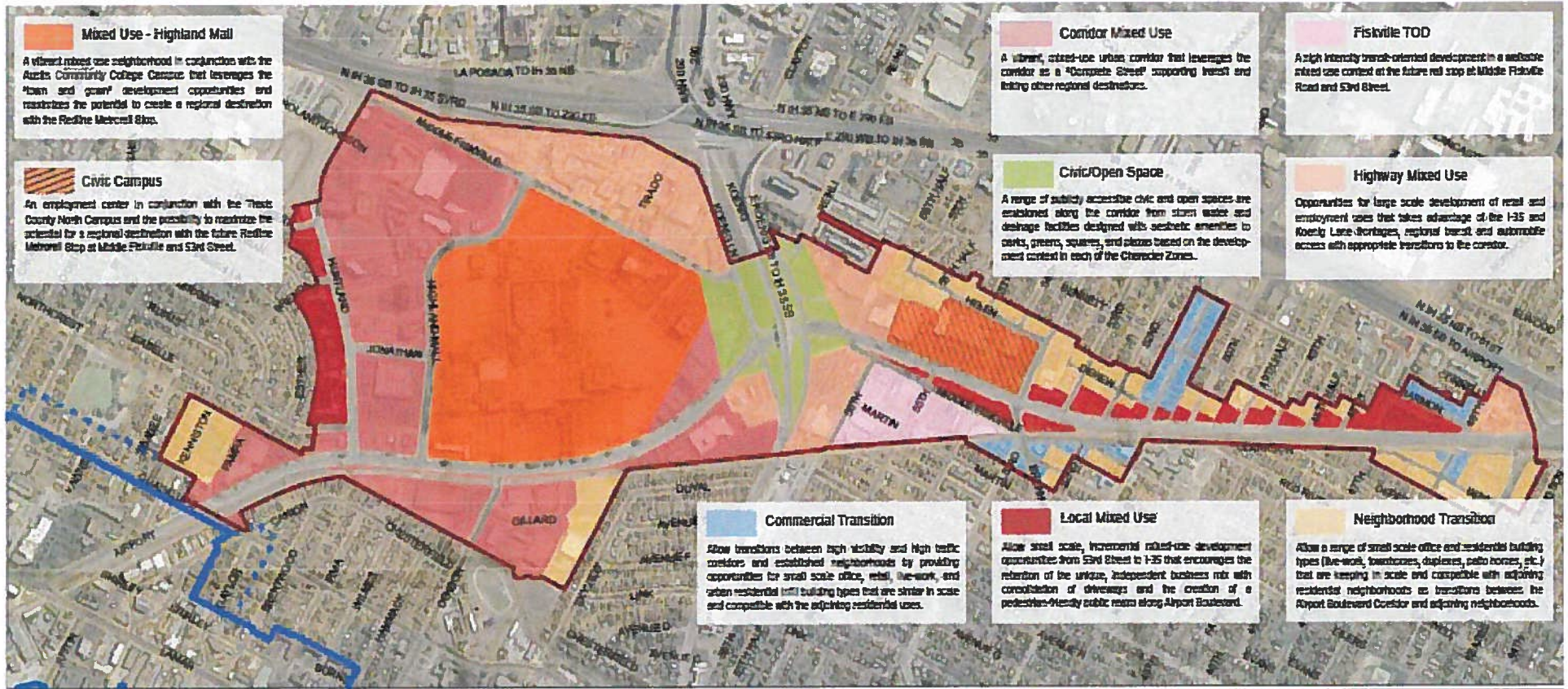
10



Airport Blvd. Character Map

THE FRAMEWORK: Preliminary Regulating Map

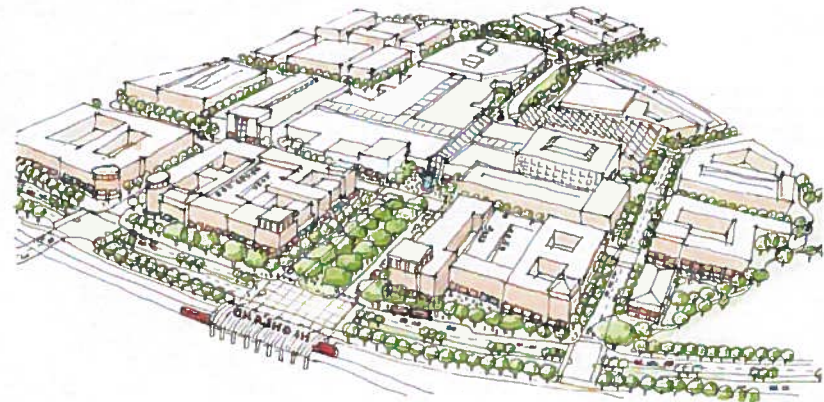
11



Airport Blvd. Character Map

MIXED-USE HIGHLAND MALL CHARACTER ZONE

12



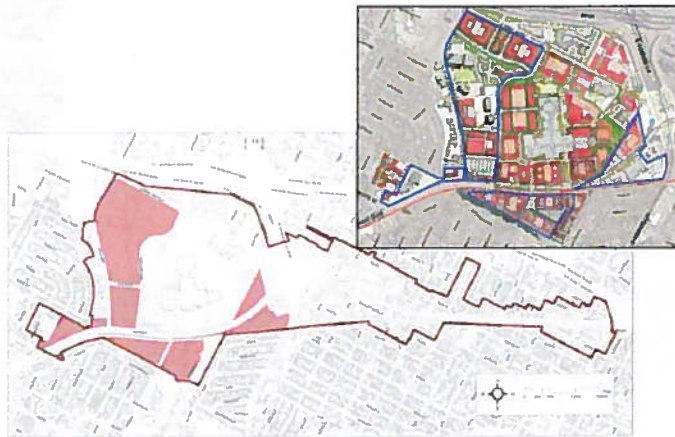
Characteristics:

1. Generally 5 stories (65' Max) with limited height locations up to 12 stories (150' max) with appropriate transitions; and
2. Mix of commercial (retail, office, entertainment), residential (range of urban residential types), lodging, civic, educational, and support service uses.

Airport Blvd. Character Map

CORRIDOR MIXED-USE CHARACTER ZONE

13



Characteristics:

1. Generally 4 stories (50' Max);
2. With appropriate transitions to adjoining residential neighborhoods; and
3. Mix of commercial: (retail, office, entertainment), residential (range of urban residential types) lodging, civic, educational, and service uses.

Airport Blvd. Character Map

HIGHWAY MIXED-USE CHARACTER ZONE



Characteristics:

1. Generally 12 stories (150' Max);
2. With appropriate transitions to adjoining uses and to the corridor
3. Mix of commercial: (retail, office, entertainment), residential (primarily multi-family) lodging, civic, educational, and service uses.

Airport Blvd. Character Map

FIKSVILLE TOD CHARACTER ZONE



Characteristics:

1. Generally 5 stories (65' Max);
2. With appropriate transitions to adjoining uses and consideration of residential neighborhoods; and
3. Mix of commercial: (retail, office, entertainment), residential (range of urban residential types) lodging, civic, educational, and service uses.

Airport Blvd. Character Map

CIVIC CAMPUS CHARACTER ZONE

16



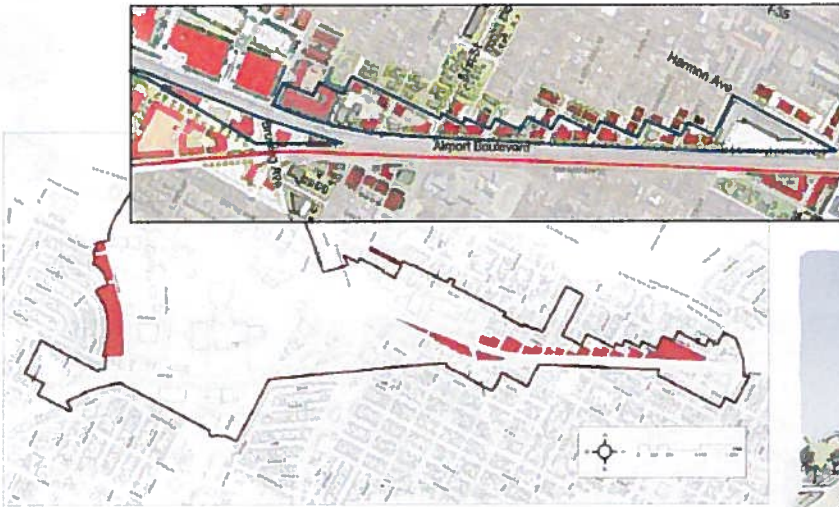
Characteristics:

1. Generally 5 stories (65' Max);
2. Maximum 20' buffer along Helen St. with landscaping;
3. Mainly civic/government uses with some commercial (retail, office, restaurant) and service uses;
4. Link internal open space to Airport Blvd. and to adjoining neighborhoods.

Airport Blvd. Character Map

LOCAL MIXED-USE CHARACTER ZONE

17

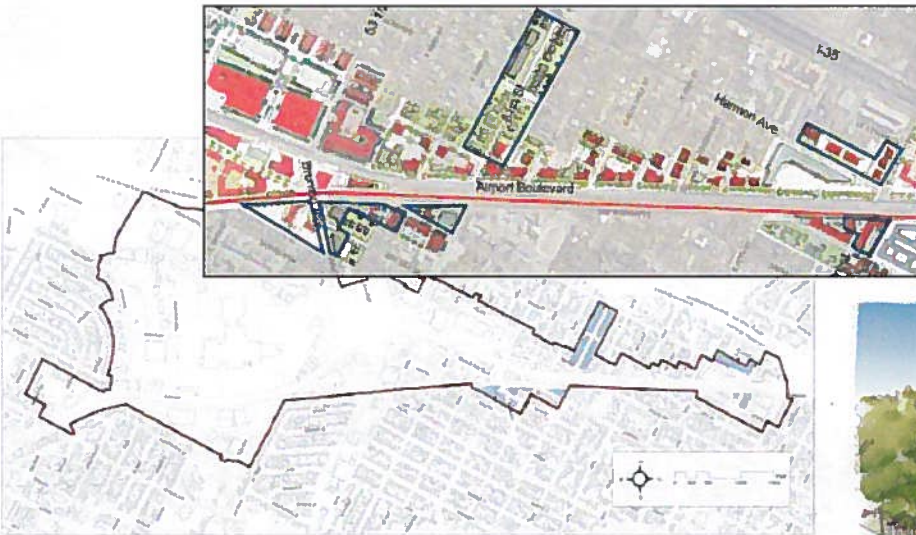


Characteristics:

1. Generally 3 stories (40' Max);
2. Mix of small-scale commercial: (retail, office, entertainment), residential (lofts, small apartments, and live work) lodging, civic, educational, and service uses.

Airport Blvd. Character Map

COMMERCIAL TRANSITION CHARACTER ZONE



Characteristics:

1. Generally 3 stories (40' Max); and
2. Mix of commercial: (Office, personal service, low-intensity retail), and residential (small apartments, live-work, and townhomes).

Airport Blvd. Character Map

NEIGHBORHOOD TRANSITION CHARACTER ZONE



Characteristics:

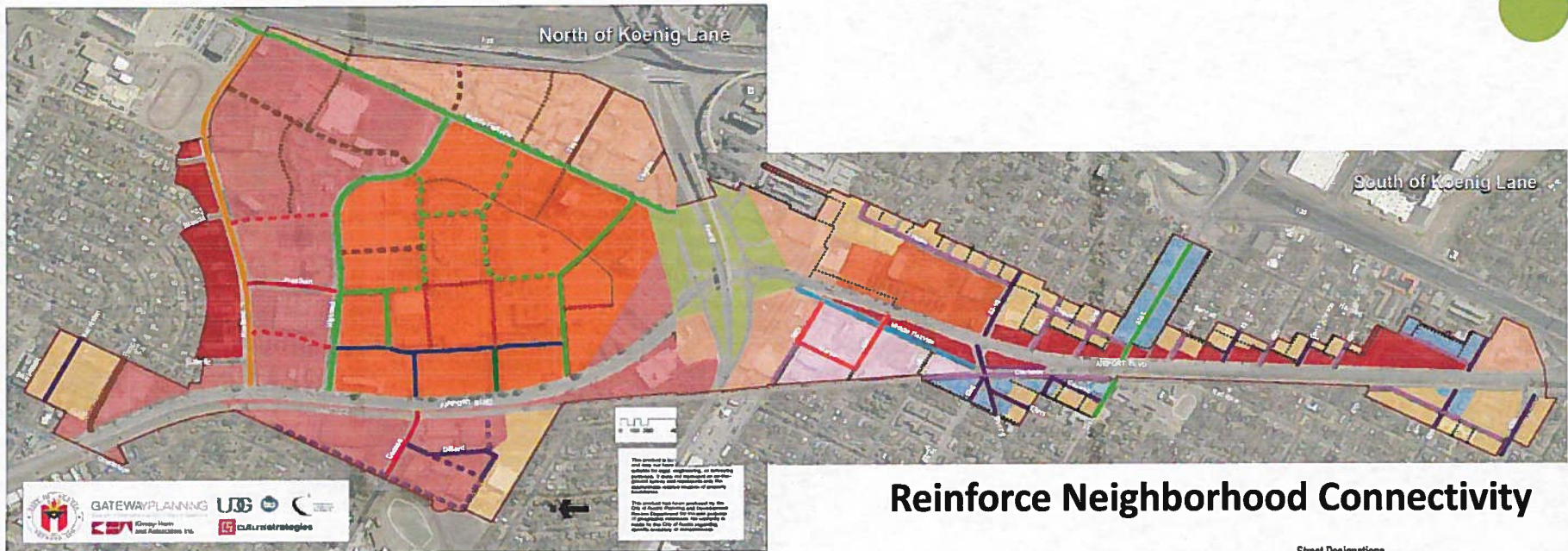
1. Generally 3 stories (40' Max)
2. Mix of uses: Office and residential (live-work units, townhomes, mansion homes, duplexes, patio homes, etc.)
3. Uses and building types specifically tailored to adjacent neighborhood context

Form-Based Code Framework

Street Types and Designations

Airport Blvd. Form-Based Code Street Designations

Integrating & Coordinating Street Design with adjacent development



Reinforce Neighborhood Connectivity

Break-up Superblocks

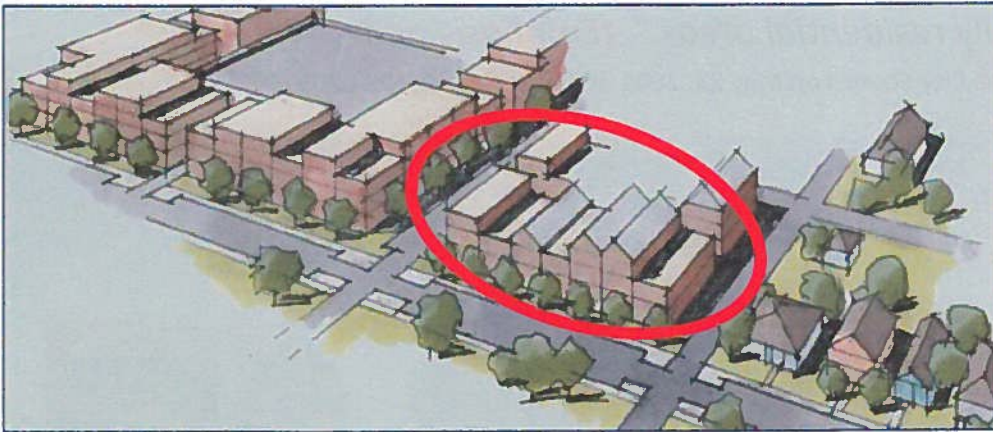
Form-Based Code Framework

Transitions rather than Buffers

Advantages of Transitions in an infill context

Provides the “missing middle” housing options

23



- Effective place-making and great community design
- Increasing housing options
- Helps address equity and access

Give “Teeth” to Neighborhood Plan Recommendations

*“Townhouses can provide an **effective transition** between commercial or higher density multifamily residential and single-family residential areas.” [Emphasis added]*

North Loop Neighborhood Plan, Page 12. Adopted by the City Council on May 23, 2002 under Ordinance No. 020523-30



North Loop Neighborhood Plan, Page 12

*“Encourage a mixture of compatible and **appropriately scaled** business and residential land uses in the neighborhood and mixed-use development on major corridors to enhance this diversity.” [Emphasis added]*

Brentwood/Highland Combined Neighborhood Plan, Page 6. Adopted by the City Council on May 13, 2004 under Ordinance No. 040513-30



Brentwood/Highland Combined Neighborhood Plan, page 48

Building Type Options for Transition Areas

Residential Transition



Recap of Reoccurring Issues Heard During Outreach Efforts

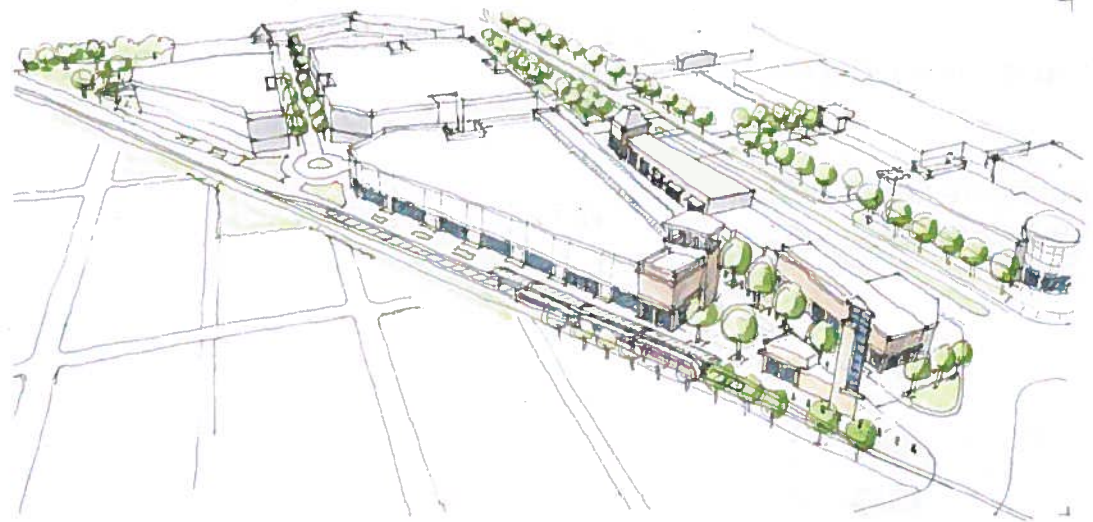
Reoccurring Issues Heard During Outreach Efforts

27

Issue	Does current zoning do anything?	Will FBC do anything?	Need for broader COA policy/funds beyond FBC?	Does the Airport FBC set the stage to take advantage of future COA policy/funds?
Affordable Housing	NO	YES	YES	YES
Community Open Space	LIMITED	YES	YES	YES
Neighborhood Compatibility	LIMITED	YES	YES	YES
Established Entitlements	LIMITED	YES	YES	YES
Streamlined Process	NO	YES	YES	YES
Coordinate Street Design with Private Development	NO	YES	YES	YES

Additional Considerations: Value Capture

- Repurposing ROW for enhanced development
- Facilitating regional drainage and water quality
- Incentives to leverage open space and accessible housing
- Support for small business development
- Prioritization for future bond package consideration



Potential Funding Sources

A combination of funding sources for investing in Airport Blvd.

- City of Austin General Fund
- Future City Bonds
- Tax Increment Reinvestment Zone (TIRZ)
- Private Sector Investment



Next Steps and Direction from Council

Next Steps

Roundtable meetings & mid-project review



Spring –
Summer
2012

Drafting of Code begins



Summer –
Fall 2012

Infrastructure
Analysis



Summer –
Fall 2012



Public review of
Code draft

Late Fall
2012

Council consideration
of the Code



Late Fall
2012

31



June 14
2012

Council mid-project review

Spring – Fall
2012



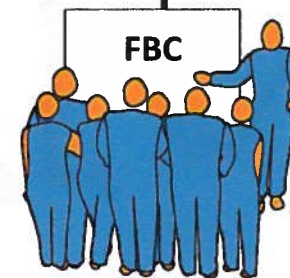
AG review of Code
Framework & draft

Summer –
Fall 2012



Value Capture
Analysis

Late Fall
2012



Statutory public hearings

Winter 2013



If adopted by Council,
implementation
begins

airport
b i o d

What we need from you today:

1. Provide the Team with your input; and
2. Unless otherwise directed today, City Staff and Team will commence the Code draft using the Community's Illustrative Vision and Code Framework as a basis.



Project Team

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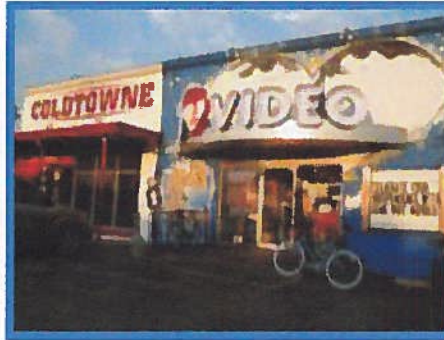
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